

FLYING EAGLES

FLYING EAGLES

March 10, 2006

HAPPENINGS

CAP at the Capitol
3/16

C/Command &
Element Leaders
Evening
3/30

Spring
Cadet Training
Encampment
4/28-30

Civil War
Re-enactment
@ Resaca
5/19-21

Inside this issue:

Frostbite 2006	2
From the Supply Room	3
Family Is Important	4
Charge of The Light Brigade	5
The Amazing World of Flight	6
SEATBELTS	7
CAP @ Capitol Communications	8
Nuts & Bolts	9
Emergency Svcs	10
Guardian Angels	11
Leadership Mistakes	12
Brothers in CAP Tidbits	13
Cadet Capers Element Competition	14 15

COMMANDER'S CORNER

With Major Tom Calvanelli

There is some good news on the improvements to the Squadron compound. We may be getting our own restroom facilities!

Phoenix has approached me with a proposition. They need to put in a septic system for their facilities at the South end of the airport, and we will be able to tie into it. They want to put it in the grassy area between the Senior's trailer and the fence next to the road. Everything would be below ground, and our only problem would be to get water to our area.

There are two options. One would be to come off of the main system at the road and the other would be to piggy-back off of Phoenix. The first may be an expensive one, the latter cheaper.

The facilities, if we get the water supply, could be in the new Senior trailer coming in April, or another place if there are some suggestions that would work.

Please give it some thought.

At Bartow-Etowah, we are coming right along here

Keep up the good work for those who will be coming after us.

BE THE CHANGE
YOU WANT TO SEE
IN THE WORLD.

GANDHI

THE SECRET OF
GETTING AHEAD IS
GETTING STARTED.

THE SECRET OF
GETTING STARTED
IS BREAKING YOUR
C O M P L E X
OVERWHELMING
TASKS INTO
S M A L L
MANAGEABLE
TASKS, AND THEN
STARTING ON THE
FIRST ONE.

MARK TWAIN



Getting Better
Step
By
Step



Strength of the Nation
by Dr. Ilana Mor

BARTOW-ETOWAH
SQUADRON

<http://gawg.cap.gov/GA129/>

FROST BITE 2006

BY 2LT DAVID MANEY

Cadets Maney, Mathias and Robbins participated in localized training for task completion and sign-off. Each Cadet, as needed, completed several tasks.

Our arrival was a surprise to the Command Staff. Although Major Calvanelli had advised LtCol Berry that GA-129 intended to participate, LtCol Berry was not informed of our anticipated arrival time, our group size, or the training we needed.

After examining my SQTR, LtCol Berry decided that I was not qualified per CAP standards to accept an assignment to lead a ground team. Therefore, we had to wait for another ground team willing to have us join them to execute a sortie.

While waiting for Gwinnett Squadron to return from their previous assignment, Bartow-Etowah along with several other Cadets from other units went to our vehicle for classroom-type training.

With all present participating, I taught Task O-0403 (Employ Scanning Techniques while on Foot), Task O-0404 (Move as Part of a Search Line), Task O-0416 (Plan Search Line Operations), Task O-0417 (Organize a Search Line), and Task O-0418 (Control a Search Line). This filled the time, provided good information, and will allow each Cadet to easily complete the tasks when they are evaluated.

There was not enough room for Capt. Colson, Lt Long or myself to participate with the Gwinnett Squadron. However, Cadets Colson and Williams did join them on their sortie. The training consisted of a Disabled/Injured Person Search and Rescue. My understanding is that the two Cadets did not need task sign-off for the missions, but they did get credit for the mission itself.

Just being at FrostBite was a wonderful experience for everyone who had never camped in cold weather.

Next year I will be better prepared.

Attending from Bartow-Etowah

Capt Don Colson
Lt Jeff Long
2dLt David Maney
C/SrA Kathryn Colson
C/SrA Justin Maney
C/Tsgt John Williams
C/SSgt Mathew Mathias
C/A1C Kyle Robbins



FROM THE SUPPLY ROOM

With Major George Geiger

Well, here it is March, and we still are no further with the Cadet expansion project than we were in January. I am going to do something about that though.

I am going to take the paneling one piece at a time to expose the wiring in the old Uniform Trailer. Once that is done, I will need Captain Collins to set up the old GP large tent to house the Cadets for awhile so I can start pulling out the paneling in their trailer. We must move along with this project!

I have been searching for Class`A` uniform jackets. With the help of Lt. Boylan of the Rome Squadron, I have found 2 sources. I have acquired a few and look to acquire a few more. I also have Senior Member flight caps in as well as a few other dress uniform items.

Field gear is in good supply now. No problem there.

I have been visiting other Squadrons and observing their supply and logistics. So far, no one comes close to ours.

Looks like we are getting another trailer. The repairing, moving, and setting up of the new trailer will be the project of the Commander, Finance Officer, and anybody else who wants to jump in there with them.

As for me, I have plenty of work to do with the Cadet Trailer Expansion Project.

Well, that is about it for now from the Supply Room.

Oh yea, don't forget to read the article I wrote about the Guardian Angels in our Squadron.

As you were...Carry on...I'll be in the area!
Major Geiger





Tales From A Life Traveler

With Dr. Ilana Mor, Moral Leadership Officer

FAMILY IS IMPORTANT

So many of us think of family as the group of people who are related to us by blood; however, often we are part of group of people, a *family*, who are not blood relations, but who share common attitudes, interests, or goals. Sometimes this *family* is a community of peers at work, in school, in a religious group, or in an organization such as the CAP Family. There is no question that without *family*, you'll have a rough time in life.

The poem "For Whom The Bell Tolls" written by the renowned 17th century English poet, John Donne, expresses the concept of the importance of *family* in a profound way.

"No man is an island, entire of itself;
Every man is a piece of the continent,
a part of the main.
If a clod be washed away by the sea,
Europe is the less,
As well as if a promontory were,
As well as if a manor of thy friend's
or of thine own were:
Any man's death diminishes men,
Because I am involved in mankind,
And therefore never send to know
for whom the bell tolls;
It tolls for thee."

During the Moral Leadership Session, Major Geiger spoke with the group about how to find *family*, when you don't have one of your own. Touchingly, he shared his own family history of how he lovingly made the Civil Air Patrol his own *family* when his own son was not there.



He also told the group that he would continue to consider CAP his *family*, even though his son had been recently found.

Major Geiger is one of the pillars of the Squadron and Cadets and Senior Members alike consider him to be an integral part of the CAP *family*.

To emphasize the vital importance of family, Captain Collins shared with Cadets and Senior Members the history of the Charge of the Light Brigade, the suicidal charge by British light cavalry in during the Battle of Balaclava in the Crimean War. Believing that they had no reason to live since their families had been annihilated, the Light Brigade fought against overwhelming odds and was instrumental in enabling the British forces to win the Battle of Balaclava during the Crimean War.

In order to visualize the loss felt by the Light Brigade more than a hundred and fifty years ago, Captain Collins led the group through an exercise in Guided Imagery. It became very clear how the soldier were unable to get to the fort to save their families from enemy attack and annihilation, and how that loss influenced the suicidal actions during the ensuing battle.

Captain Collins told the group that during the Crusades, King Richard said that "when a man fights for his homeland, his *family*, he has the strength of ten men." It seemed clear that the Battle of the Light Brigade is a prime example of King Richard's statement.



After small group discussions, some of the following statements were shared: *Every person is part of something larger. *People need each other to survive. *We should have obligations towards one another, so nobody will be left behind. *Mankind is like a pool. Everything causes a ripple, and eventually affects every person. *Everyone is different, but part of a whole. *United we stand, divided we fall.

CHARGE OF THE LIGHT BRIGADE

Written by Alfred, Lord Tennyson 1809-1892

Memorializing Events in the Battle of Balaclava, October 25, 1854

Written 1854

This poem was written to memorialize a suicidal charge by light cavalry over open terrain by British forces in the Battle of Balaclava (Ukraine) in the Crimean War (1854-56). 247 men of the 637 in the charge were killed or wounded. Britain entered the war, which was fought by Russia against Turkey, Britain and France, because Russia sought to control the Dardanelles. Russian control of the Dardanelles threatened British sea routes.

Many in the west best know of this war today because of Florence Nightingale, who trained and led nurses aiding the wounded during the war in a manner innovative for those times. The War was also noteworthy as an early example of work of modern war correspondents.

Half a league, half a league,
Half a league onward,
All in the valley of Death
Rode the six hundred.
'Forward, the Light Brigade!
Charge for the guns!' he said:
Into the valley of Death
Rode the six hundred.

'Forward, the Light Brigade!'
Was there a man dismay'd ?
Not tho' the soldier knew
Some one had blunder'd:
Their's not to make reply,
Their's not to reason why,
Their's but to do and die:
Into the valley of Death
Rode the six hundred.

Cannon to right of them,
Cannon to left of them,
Cannon in front of them
Volley'd and thunder'd;
Storm'd at with shot and
shell,
Boldly they rode and well,
Into the jaws of Death,
Into the mouth of Hell
Rode the six hundred.

Flash'd all their sabres bare,
Flash'd as they turn'd in air
Sabring the gunners there,
Charging an army, while
All the world wonder'd:
Plunged in the battery-smoke
Right thro' the line they broke;
Cossack and Russian
Reel'd from the sabre-stroke
Shatter'd and sunder'd.
Then they rode back, but not
Not the six hundred.

Cannon to right of them,
Cannon to left of them,
Cannon behind them
Volley'd and thunder'd;
Storm'd at with shot and shell,
While horse and hero fell,
They that had fought so well
Came thro' the jaws of Death,
Back from the mouth of Hell,
All that was left of them,
Left of six hundred.

When can their glory fade?
O the wild charge they made!
All the world wonder'd.
Honour the charge they made!
Honour the Light Brigade,
Noble six hundred!

Aerospace Today

THE AMAZING WORLD OF FLIGHT

By LtCol Bill Jansson

Hello, my name is LtCol Bill Jansson and I am a new Senior Member in Civil Air Patrol. You may wonder how I can be a LtCol and a new member at the same time. I was able to transfer that rank to CAP since I retired from the US Navy as a Commander, which is the equivalent rank.

I started flying at the age of 13. My father wanted to see if I was serious about flying. Well, 40 years later, I guess I answered that question.

I have flown Cessnas, Pipers, Gliders, Seaplanes, the A-4 and A-7 attack aircraft in the Navy, and numerous airliners for two airlines. Currently, I am in charge of training some 1300 pilots on the Boeing 737 at Delta Air Lines, and am also privileged to fly one of only two remaining flying B-24 Liberator bombers from WWII.

In Civil Air Patrol, I am in the process of helping Capt Colson in the Aerospace Education curriculum. Last month, I got to teach the Cadets about Rockets and Newton's laws of physics. I was very impressed with the knowledge of the Cadets.

I had drawn a large figure eight on the board, and one of the Cadets knew that it was the gravity return trajectory (Newton's 3rd law) that was used by Apollo 13 to slingshot their craft back to earth by using the moon's gravity. The Cadets also had a very good understanding of center of gravity (CG) and how it applies to flying the CAP airplanes. The CG determines how many Cadets we can carry on Orientation Flights.

After my presentation, the Cadets made Fizzy rockets, which were film canisters with fins added on and Alka-Seltzer fueled engines. Capt. Collins help organize the *launching process*, and I use that term loosely, outside. The fun part of the launch sequence was that no one was quite sure when their rocket would fire.

There were a few people (Seniors included) that figured that more fuel (bigger Fizzys) would make their rockets fly higher. The reality was that more fuel usually resulted in duds and suds as the foam began leaking out of the canister.

So the lesson learned is that less is more!

Next month, we will work on refresher training and testing for rocketry. We will also begin to build larger and more powerful rockets. All we have to do now is to find a place to launch where it is safe and roomy. The new rockets should be able to fly 150-200 feet high!

I am now qualified to take Cadets on Orientation Flights since I got my check-ride completed in the C-172. I'm really looking forward to introducing the guys and gals to...

THE AMAZING WORLD OF FLIGHT.

See ya next month!

SAFE TIPS

With Lt. Mike Fouts, Squadron Safety Officer

SEAT BELTS



- Always wear your seat belt. Insist that passengers wear theirs as well. A person who is not wearing their seatbelt can become a hazard to others during an accident.
- Always wear both the lap belt and shoulder belt. The lap belt should be positioned across the upper thighs and the shoulder belt should be across the chest.
- Never slip the shoulder belt behind your body. Without the shoulder belt support, you may be thrown into the dashboard or steering wheel during an accident.
- Never wear the shoulder belt under your arm. If it is improperly positioned during impact, you may suffer broken ribs.
- Be sure the belt fits snugly against your body.
- Pregnant women should wear their seatbelts.
- Avoid holding objects in your hands while driving. They may be driven into your chest or face during an air bag deployment.
- Move the front seats back. During an accident this may help prevent injuries from air bag deployment or keep you from hitting an object in front of you. You should be at least ten inches from the airbag and seated toward it.
- Children under the age of 12 should always ride in the back seat.
- Children in safety seats should ride in age-and-size appropriate seats. Child seats should never be placed in the front seat.



SAFETY OFFICER FOUTS



CADET SAFETY OFFICER COLSON



CADET SAFETY BRIEFING

CAP DAY AT THE CAPITOL

March 16, 2006 will be CAP day
at the Georgia State Legislature.
The time will be from 8 am until 2 pm.
General Pineda will be attending.

All Senior Members and Cadets are needed
to be in attendance, if you can.

You will have the opportunity to meet
with your State Representative or Senator.

For more details, check with
Squadron Commander, Major Calvanelli
or contact:

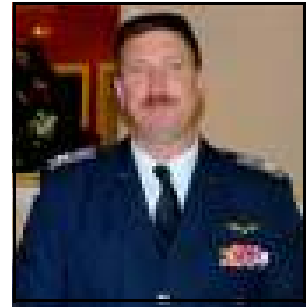
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COMMUNICATIONS

With Captain Keith Walker

GACAP 154



A VHF Net will be held on Thursday evenings beginning on 2-23-06, with the net starting at 20:30 hrs. local and ending at 20:45 hrs. local time on the 147.075 MHz frequency (Repeater 2).

This will be a weekly VHF Net and Bartow-Etawah Composite Squadron (GACAP 150) will be the net control station. All VHF stations able to transmit and receive this repeater should try to check in to this net weekly to test equipment and keep Communication skills sharp.

This net control station will usually be manned by Cadets, but always supervised by Senior Members. For Composite or Cadet Squadrons, this is a great opportunity to get Cadets interested in Communications.

Please try to check in and pass some traffic on this net weekly.

Talk to you on the net.

NUTS and BOLTS

With 2dLt David Maney
Leadership & Activities Officer



ATTITUDE CHECK

The way we wear our uniform reflects our attitude toward the Civil Air Patrol, our Squadron and ourselves. There is only one way to wear the CAP uniform – the right way. Let's start with the BDU. The following is extrapolated from CAPM 39-1.

GRADE INSIGNIA: Senior Member and Cadet Officers wear embroidered grade insignia on ultramarine blue background on both sides of the collar. Cadet NCOs and Airmen wear metal chevrons on both sides of the collar.

CAP INSIGNIA: Senior Members without grade wear embroidered CAP insignia on ultramarine background on both sides of the collar. Cadets without grade wear metal devices on both sides of the collar.

“CIVIL AIR PATROL” TAPE: Ultramarine blue with white letters, worn centered immediately above the left breast pocket. Tape will be the width of the pocket with raw ends folded under.

CLOTH NAME TAPE: Ultramarine blue with white letters, worn centered immediately above the right breast pocket (last name only). Tape will be the width of the pocket with raw ends folded under.

CAP AVIATION BADGES and SPECIALTY INSIGNIA: Embroidered, worn centered ½ inch above the cloth “Civil Air Patrol” tape. If both devices are worn, aviation badges should be ½ inch above specialty insignia.

MILITARY AVIATION BADGES: Embroidered (subdued or white on ultramarine blue), centered ½ inch below the CAP aviation badge.

WING / REGION / NATIONAL SHOULDER PATCH: Worn centered ½ inch below shoulder seam on left sleeve.

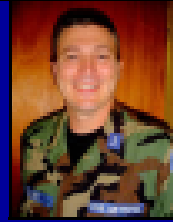
CAP SPECIALTY PATCHES: Embroidered, worn centered on the lower portion of the left breast pocket.

UNIT PATCHES: If authorized, are worn centered on the lower portion of the right breast pocket. Other badges and patches are worn in accordance with CAPM 39-1, Table 6-4.

All white on ultramarine blue insignia will have 1/8 inch of blue showing at the widest and tallest point of the insignia (does not apply to “Civil Air Patrol” or Name tapes).

EMERGENCY SERVICES

WITH CAPTAIN HAYDEN COLLINS
FIELD OPERATIONS OFFICER



Ten Things You Don't Want to Hear in A Ground Team

1. Has anyone seen my canteen cup?
2. Yes, you can use your poncho as a tent, why?
3. Wait a second, the arrow points North!
4. How long can water stay in my canteen before it goes bad?
5. What is this green stuff in my Mess Kit?
6. Did anyone pack a First Aid Kit?
7. Great, Ants! OUCH ! RED ANTS!!!!!!!!!!!!!!
8. Can you use a Chem Stick more that once?
9. Did someone pack coffee for Captain Collins?
10. Who is the Ground Team Leader for this Mission?

Leaders, don't let this happen to you! SET THE EXAMPLE!

Your Cadets want and need you to be a role model, no matter your position!

This is a heavy responsibility, but you have no choice.

No aspect of leadership is more powerful.

If you expect courage, competence, candor, commitment, and integrity from your fellow Cadets, you must demonstrate it to them. Your Cadets will imitate your behavior. You must set high, but attainable, standards, be willing to do what you require of your Cadets, and share dangers and hardships with those you are leading. Your personal example affects your Cadets more than any amount of instruction or form of discipline. You are their role model!

(Taken from FM 22-100 Military Leadership July 1990 Department of the Army) (Modified)

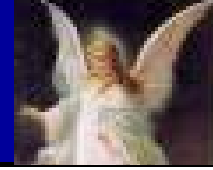
Our January FTX and Frost-Bite are over, and we are nearing the end of the school year.

Hurricane season starts in less than 90 days. Take this time to check your gear. Be ready for a call up. Don't find out you are missing or lost something when you get to the field.



GUARDIAN ANGELS

By Major George Geiger



You know, sometimes we don't know, and maybe don't want to know, the real people and the lives they live away from us. For instance, I know this couple who have no lives of their own because their time is filled with caring for troubled or abandoned children.

This couple works hard to make sure that these children have a roof over their heads, are properly fed, and that all health needs and concerns are taken care of. Everything in their lives is sacrificed in order to give to the children of those who won't or can't take care of their own.

On the outside, this couple's appearance is tough. She, is an ex-Marine. No, I can't say that. A Marine is a Marine forever. And he is a rough and tough Army guy who does not take any nonsense from anyone. However, when you look beneath the surface, deep down within their hearts, they are the most loving and caring people I have ever met.

Most Mothers don't have a clue what this lady does every day and every night. She has no time to reflect over the past or to make plans for the future. She's too busy in the present and must take everyday, one at a time. She can't afford to be sick, yet she daily faces several sources of incoming illnesses. Her heart is so big that it blocks the pain and anguish that she feels every day.

Now, the man has a rough and tough exterior, but what is not seen is a man who can do his *bread-winning* job while holding a sick baby in one arm and typing out his work on the computer with the other. He only stops to change a diaper or shove a bottle in the crying mouth of a baby. Oh yes, he talks the tough talk, but I know better, for I have been fortunate enough to have seen him in action. He is just a big teddy bear!

He talks the talk, but we don't really see the walk he walks. Most Dads can't come close to what this guy does daily. He is a *bread-winner* and a *bread-feeder*. He has no time for golf, hates it...poker, what's that? Or other guy stuff. He has no time because he's changing diapers, feeding kids, cleaning up after them, or wiping noses.

And, I have seen the kids...well fed, well clothed, healthy for the most part, and happy. Now on the other hand, the couple doesn't have time to be sick or have a good time doing their own "thing" because their time is spent fighting off colds and any and all "enemies."

We can recognize them, console them, and help them to some extent, but the recognition for this couple does not come from us. God sees everything they do and every sacrifice they make to take care of these kids. There is no doubt that God sees what this couple does and will reward them. If there is such a thing as the miracle of Guardian Angels, this couple definitely qualifies for that title. There is no question that God will bless them.

Who are these two Guardian Angels,
you ask?



They are Sandra and Hayden Collins.

May God bless these two Guardian Angels for giving their lives that children may have theirs. Miracles do happen, and they happen in the form of these two people.

There are no questions that
these two wonderful people are
Guardian Angels over God's children!

We just don't know sometimes the miracles that surround us and the Guardian Angels that are in our midst, do we?

LEADERSHIP MISTAKES YOU HAVE MADE OR WITNESSED

By C/CMSgt Drew Pearson, Rome Composite Squadron

Have I ever made a mistake, a poor choice? I have, and unfortunately, more than one. Making mistakes is something that everyone does, has done, or eventually will do. None of us is perfect! In the past year, two particular mistakes have greatly affect me. My Flight Commander at a Civil Air Patrol Leadership Weekend made one of those mistakes, and I made the other one at school.

As I earlier mentioned, the mistake at CAP weekend wasn't mine, but I did learn a valuable lesson about obligations to others. I arrived at the Leadership Weekend one Friday afternoon and was given a schedule of activities. I easily settled into my responsibilities. The following morning, the First Sergeant called for the Flight Commanders so that he could prepare them for the rest of the day. Because my Flight Commander could not be found, I went to the meeting. I felt responsible for taking care of things that my Flight Commander should have been doing.

I was trying to do two important jobs, but because of my inexperience, I was incapable of carrying out the Flight Commander's job the way it should have been done. The Flight Commander had failed to tell anyone that he would not be there. His decision not to participate in the scheduled weekend, and his failure to communicate his decision, constituted a mistake that greatly affected both me and my performance for CAP. I learned a valuable lesson about obligation to others.

The other mistake that taught me a lesson this year involved a series of poor choices that I made at school. In Language Arts Class, I didn't complete a few graphic organizers and didn't study for my vocabulary tests. My grade dropped to a 73. My decision to have fun and put myself first affected my academic performance.

Naturally, my parents were agitated by this poor grade!

Because of my poor choices, I was prohibited from doing what I wanted to do—participate in Civil Air Patrol. Not only did I suffer from the punishment of my mistake, but so did my entire Squadron, which lost its Alpha Flight Sergeant. My punishment seemed to last an eternity. Luckily, my parents allowed me to return to CAP when I showed them I was serious about school. I improved my grade; I am currently making a 94 in Language Arts and have vowed to always remember that keeping up my grades is also an important responsibility. I work hard in school, so that others don't have to pay for my mistakes like my Squadron did.

When I reflect on the impact of these two mistakes, I can hear the words my Father once told me: "Son, you can't make all the mistakes in just one lifetime, so learn from the people around you." This good advice prompts me to tell this story. I hope that you too will follow my Father's advice. Learn from my mistakes and the mistakes of others. The lessons learned might profit not only you, but also those who are important to you.



C/CMSgt Drew Pearson

As part of the CAP *Family*, Lt. Boylan, the DCC from the Rome Composite Squadron, has freely and willing shared information and advice with our Squadron. The above essay, written by C/CMSgt Pearson for his Mitchell Award qualifications is one of the many gems that Lt. Boylan has shared with us. It's hard to believe that Cadet Pearson is only fourteen-years-old. Thank you once again, Phil.

And, C/CMSgt Pearson, many thanks to you for permitting us to publish this thought-provoking essay. You have wisdom far beyond your years and will surely be a great leader. We look forward to sharing the future with you.

BROTHERS DISCOVER INTEREST THROUGH CIVIL AIR PATROL

On Wednesday, March 9th, on the front cover of the Bartow Neighbor News, there is an outstanding article entitled:

“Brothers Discover Interest Through Civil Air Patrol.”

It begins:

“Enabling his four sons to be self-sufficient by age 18 is a hefty but obtainable goal for Hayden Collins. Along with instruction provided at home, organizations like the Bartow-Etawah Composite Squadron of the Civil Air Patrol are helping the Cartersville resident and his wife, Sandra, meet this objective.”

Through the Civil Air Patrol, which is a volunteer, civilian auxiliary of the U.S. Air Force, Zane, Blake, Corey, and Dwayne Collins have been exposed to mock search and rescue exercises, medical and leadership training, and the basics of aerospace.”

If you didn't get the newspaper, be sure to check out the complete article on the internet.

[Http://www.neighbornewspapers.com/bartow_people/](http://www.neighbornewspapers.com/bartow_people/)

Neighbor Newspapers - The Suburban Choice Page 1 of 2

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THE SUBURBAN CHOICE

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Brothers discover interests through Civil Air Patrol

Wednesday, March 8, 2006 7:10 PM EST
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By Marie Nesmith

Bartow Neighbor News
E6061

Enabling his four sons to be self-sufficient by age 18 is a hefty but obtainable goal for Hayden Collins. Along with instruction provided at home, organizations like the Bartow-Etawah Composite Squadron of the Civil Air Patrol are helping the Cartersville resident and his wife, Sandra, meet this objective.



Through the Civil Air Patrol, which is a volunteer, civilian auxiliary of the U.S. Air Force, his adopted sons - Zane, Blake, Corey and Dwayne - have been exposed to mock search and rescue exercises, medical and leadership training, and the basics of aerospace.

"We use the Civil Air Patrol as a learning program to discover their interests," said Collins, who serves as the organization's operations officer. "If someone is interested in aerospace or the military, they would know by going through the program if they want to pursue it as a career. The goal of the Civil Air Patrol is not just to train them for the military, but to enhance their excitement in aerospace."

Through the local, 55-member program, consisting of 19 adults and 36 cadets ages 12 to 18, the brothers are exploring potential careers in the military, computer and medical fields.

"After I graduate, I want to be a medic in the Air Force," said 14-year-old Blake, who is CPR certified through the American Heart Association. "My long-term goal is to be an architect and serve in the National Guard. I like helping people, making sure they're all right."

One of the highlights of the program for Blake has been participating in four annual mock search and rescue missions. During a three-day operation in

48
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<http://www.neighbornewspapers.com/295/12104.txt> 3/8/2006

TIDBITS

The Georgia Wing Color Guard and Drill Team Competition was held at the University of Georgia and both Moody and Gwinnett Composite Squadrons will represent the Georgia Wing at the South East Region Competition being held at Ft Benning, 25-26 March 06.

In the Color Guard competition, Rome Composite Squadron was third, Augusta Composite Squadron second with Gwinnett Composite Squadron being the Wing Champions for this year.

Congratulations to Gwinnett and Moody.
Good luck at the Region Meet.

William Higgins
Lt Col CAP
DCP GAWG

Efforts under way to prevent spread of Formosan subterranean termites in mulch from Louisiana following Hurricanes Katrina and Rita

We need to be aware of the danger from bootleg mulch from there.

Be sure to read their notice on their website below:

<http://www.agctr.lsu.edu/termites/>

Ch. LTC. Willis H. Moore
Georgia Wing Chaplain, CAP

CADET CAPERS

BARTOW-ETOWAH CADETS ARE



CAP CADET PROGRAMS

There is now a forum online for getting news on and discussing all matters within the Cadet Program, everything from CAC to Encampment. The service is administered by volunteer members of the Georgia Wing CAC Executive Board. The address is: www.gawgcadets.com
The directions of how to log in are located in the upper part of the page.

While this is not an official CAP website, users will act appropriately as if it were. Also, any ads, links or references to individuals or companies do not constitute an endorsement of any information, product or service you may acquire from such sources.

Take pride in our Squadron.
Clean up after your own mess!
Also, empty the trash cans
from all over the complex
every meeting night
before we close up.

I WISH I HAD KNOWN NOT TO SEND FOOD TO SHAWN LONG IN BASIC By Captain Collins

After the last FTX, I had several cans of beanie weenies left over. I thought it would bring some of the "pleasures of home" to Shawn Long in Basic Training, so I sent him two cans.

Imagine my surprise when I received his letter. Before he could settle down to the succulent meal, his Drill Sergeant took the cans of beanie weenies and ATE THEM!!!

Now that definitely makes me angry.....

MARK YOUR CALENDARS

2nd Thursday of every month @ 1800 sharp
Cadet Command Meeting in the Cadet Trailer
Flight Reports are due at that time.

Thursday, March 30th

1800: Cadet Command Meeting
1900: Mandatory Meeting
for C/Command Staff & Element Leaders

FOR YOUR INFORMATION

Most Cadets are assigned to Physical Fitness Category 1, and for them the simple rule is "Run plus 2 out of 3." Category 1 Cadets must meet the performance standards listed in CAPP 52-18 for the mile run or shuttle run, plus two of the three other CPFT events (curl-ups, push-ups, and the sit-and-reach) to pass the CPFT. Cadets need not declare in advance which two events they will attempt, and are encouraged to attempt all test events, if logistically feasible.

Among the requirements to promote, a Cadet must have a passing score in PT. If, for some reason, a Cadet is unable to meet Category 1 standards, a note from a physician is required to place the Cadet in another category.

Congratulations On Your Promotions!

C/A1C Amanda Nestor
C/SrA Blake Collins
C/SrA Corey Collins
C/SSgt Dwayne Collins
C/SSgt Mathew Mathias

Welcome To Our Newest Cadet
C/AB Joshua Williams

CADET ELEMENT COMPETITION

To Implement Teamwork, Unity, and Leadership

The 2006 Revised Cadet Element Competition will be implemented in January, 2006. Cadets in each Element will be scored for their proficiency in each category. Individual scores will be added (or deducted) and together will create an Element score. The Element with the highest monthly score will be announced at formation on the fourth Thursday of the month, and be published in the following month's *Flying Eagles*. At the Awards Presentation and Holiday Party in December, the Element with the highest accumulated score will be recognized and awarded.

WEEKLY ATTENDANCE

- 2 pts Element Leader present
- 2 pts Element Leader absent w/o prior notice
- 1 pt Element Member present
- 1 pt Element Member absent w/o prior notice

UNIFORMS (to be inspected 2nd and 4th weeks)

- 2 pts Worn in accordance with CAPM 39-1
- 2 pts Worn in violation of CAPM 39-1

CADET OATH AND CIVIL AIR PATROL CORE VALUES (Random selection)

- 2 pts Reciting the Cadet Oath correctly
- 2 pts Failure to recite the Cadet Oath

DRILL AND CEREMONIES

- 2 pts Correct execution of Drills and Ceremonies
- 2 pts Incorrect execution of Drills and Ceremonies

PHONE TREE

- 2 pts Properly conducting Phone Tree operation
- 2 pts Improperly conducting Phone Tree operation

PHYSICAL TRAINING

- 2 pts Passing CPFT
- 1 pt Not passing CPFT
- 2 pts Failure to participate in PT without waiver/instructor's permission

GEAR (to be checked prior to Activities and when notified)

- 4 pts Gear in excellent order per GTM & UDF Task Guide
- 2 pts Gear in satisfactory order (missing no more than 2 consumable items)
- 2 pts Gear in unsatisfactory order
- 4 pts Gear not present or presented for inspection

PARTICIPATION IN ACTIVITIES

- 2 pts Attending the entire Activity
- 1 pt Attending part of the Activity
- 2 pts Non-participation in Activity without prior notice

PROMOTIONS AND RECRUITING

- 10 pts Promotion announced at formation
- 20 pts Each person recruited by Cadet that joins CAP

LEADERSHIP

- 2 pts Completion of assignment on time
- 2 pts Failure to complete assignment
- 2 pts Element Leader attending Staff meeting
- 1 pt Element Leader contacting Element members prior to Squadron meeting

FLYING EAGLES (verbal quiz no earlier than 1 week after publication)

- 4 pts Answering quiz correctly
- 2 pts Unsatisfactorily answering quiz

OTHER

- 1 pt Each violation of CAP Regulations, Customs and Courtesies, Directives

The Cadet Oath

I pledge that I will serve faithfully in the Civil Air Patrol Cadet program, and that I will attend meetings regularly, participate actively in Unit activities, obey my officers, wear my uniform properly, and advance my education and training rapidly to prepare myself to be of service to my community, state, and nation.

Civil Air Patrol Core Values

Integrity...Volunteer Service...Excellence...Respect



**“If you can imagine it,
You can achieve it.
If you can dream it,
You can become it.”**

William Arthur Ward

From an e-mail
sent to C/SrA Kathryn Colson
by her sister
Danielle Colson, SPC, USA
Area II Boss President

TO SUBMIT AN ARTICLE FOR THE FLYING EAGLES NEWSLETTER:

1. GIVE A COPY OF THE ARTICLE TO DR.MOR.

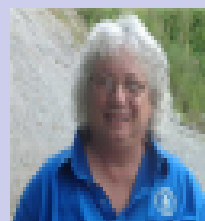
or

2. E-MAIL ARTICLE TO Ilana@Art4theHeart.net.

(If you e-mail the article, please confirm that the article was received.)



EDITOR-IN-CHIEF



Dr. Ilana Mor

CAP Senior Member-2Lt

**Deputy Commander of Cadets
Moral Leadership Officer
Public Affairs Officer**

**Interfaith Ordained Minister
Teacher, Spiritual Artist, Author
Life Coach**

Lessen Stress... Rediscover Choice...

Experience Empowerment



www.art4theheart.net

Original Artwork, Photography, and Writings by Dr. Ilana Mor
remain the property of the artist.